



GREENSBORO URBAN AREA

Transportation Advisory Committee

TRANSPORTATION ADVISORY COMMITTEE

Minutes of July 25, 2001
10:02 a.m. Greensboro, NC

TAC MEMBERS PRESENT

Sandy Carmany	TAC Chair, City Council
Robbie Perkins	City Council
Mary Rakestraw	Board of County Commissioners
Chairman Bob Landreth	Board of County Commissioners
Don Vaughan	City Council
Mayor Keith Holliday	City Council

OTHERS PRESENT

Jim Westmoreland	TCC Chair/GDOT	Allen Hayes	
Tyler Meyer	GDOT	Candice Bruton	GSO Parks & Rec
Scott Walston	NCDOT Statewide	Eric Midkiff	NCDOT PDEA
	Planning	James Bridges	NCDOT PDEA
Patty Eason	Division 7	JoAnn Oerter	NCDOT
Pat Strong	FHWA	Kelly Becker	NCDOT Area Traffic
Scott Rhine	PART	Paul Mushik	News & Record
Alec MacIntosh	Greensboro Planning	Geoff King	Binswanger
Rob Bencini	Guilford County	Craig McKinney	GDOT
	Planning	Melissa Krueger	GDOT
Jim Ayers	Town of Pleasant	Veronica Dunlap	GDOT
	Garden		

Sandy Carmany called meeting to order at approximately 10:02 a.m.

Action Items

Approval of Minutes of April 12, 2001

Chairman Landreth moved for the approval of the April 12, 2001 minutes. Mary Rakestraw seconded the motion. The Committee voted unanimously in favor of the motion.

Release Draft Long Range Plan, MTIP & Conformity documents to public review

Tyler Meyer informed the Committee that the documents were to be advertised in area papers, Channel 13 and Press Release Issues. Copies are available to TAC and TCC members today. The primary reason for the update was due to the NC 68 widening project, a widening project from Gallimore Dairy Road to Market Street. Other changes included the Pegg to Thatcher Road connector and the Regional Road extension. The Long Range Transportation Plan document has a guide to notable sections. The sections, which are updated, are the planning process, updated metropolitan boundaries, and the project descriptions and maps. The financial plan was also revised. Between now and 2025, the plan's cost will be approximately \$1.3 billion in roadway construction. About \$500 million in roadway maintenance costs has been identified and fiscal constraint has been maintained. Maintenance costs are extrapolated from past cost trends normalized to current year dollars.

Sandy Carmany asked about the status of the Forsyth Airport Connector. Jim Westmoreland advised this facility is currently on the Winston-Salem/Forsyth Thoroughfare Plan but not the Thoroughfare Plan for the MPO. This route is under evaluation in the Airport Area Transportation Study and will be included in the upcoming Thoroughfare Plan Update.

MTIP

The MTIP document has been under development since the fall of 1999. A previous round of public review was held between November 2000 and January 2001. The MTIP was approved for STIP development purposes in April. Significant project changes in this MTIP include the acceleration of the Western Urban Loop from I-40 to I-85 for construction to start in 2003. Also, the Public Transportation Element has been revised. The TIP includes an annual average of \$67 million in roadway project costs between fiscal years 2002 and 2008.

Conformity Analysis

The Long Range Plan and the MTIP conform to air quality requirements, including emissions budgets for NOx and VOCs through 2025. Scott Walston commented that the Long Range Plan is well within the air quality requirements. The enhanced inspection and maintenance program is one reason, along with assumptions for cleaner fuels and vehicle fleet turnover to cleaner burning vehicles. Future implementation of the 8 hour ozone standard will and future emissions budgets may make future attainment of the standards more difficult.

Chairman Landreth observed a pattern of underfunding Eastern Guilford County projects. Jim Westmoreland advised that if there were certain transportation improvement needs in the area they could be added to MPO Priority Needs list. Mayor Keith Holliday added there is a concerted effort being made on the part of the City Council with water-sewer

connection policy to direct development to east Greensboro and that this would increase the need for transportation investments. Robbie Perkins asked for the Board to push for an accelerated construction timetable for the Eastern Urban Loop. The Florida Street Extension and Franklin Boulevard Bond projects were mentioned. Chairman Landreth asked about the status of providing access along US 70 near Old 70. Sandy Carmany thought this had been addressed. She will follow-up on this situation. Robbie Perkins advised that United Health Care plans to expand on the eastern section of the North Elm Street interchange. The Eastern Urban Loop will be an important improvement for this area. Sandy Carmany asked Staff to draft a resolution on accelerating the Eastern Urban Loop. Robbie Perkins moved to release the documents. Mary Rakestraw seconded the motion. The Committee voted unanimously in favor of the motion.

Concur with Selected Functional Classification Changes

Tyler Meyer advised that the NCDOT has proposed revisions to the Functional Classification System for area roadways in connection with two projects, the Southern Urban Loop and Bridford Parkway. It was noted that a public information session on the Bridford Parkway Project was scheduled for July 25, 2001 from 4-7:00 p.m. at Guilford Middle School. The other changes are declassifying Old Randleman and Liberty Road. The proposed action is to concur with changes. Robbie Perkins moved the approval of the revisions. Mayor Keith Holliday seconded the motion. The Committee voted unanimously in favor of the motion.

GTA Program of Projects

Tyler Meyer advised the Committee that this document is used by the Greensboro Transit Authority to support its FTA grant applications. The Program of Projects requires an amendment to the FTA 5307 funds used to support Long Range and Short Range Transit Planning efforts. Robbie Perkins moved approval of the Planning Work Program amendment and Program of Projects. Mary Rakestraw seconded the motion. The Committee voted unanimously in favor of the motion.

BUSINESS ITEMS

Report on Pedestrian Bridge at US 29(W-4401)

Patty Eason reported that this project has been accelerated. The project should be completed by 2002. The structure type has not been decided. It will be presented to the committee as soon as a decision has been made. Robbie Perkins noted the need for this project and its acceleration.

Presentation on US 421 Interchanges (R-2612)

James Bridges, NCDOT PDEA stated that the purpose of the project is to construct an interchange at Woody Mill Road and an overpass or interchange at Neely Road. Planning is still in progress with construction starting in 2008. Bridges reviewed the two alternatives proposed in the Environmental Document for Woody Mill Road, and the six different alternatives for Neely Road. Planning continues with local officials. An additional public hearing will be held in the future prior to starting work on the FONSI

(final environmental document). Robbie Perkins noted that the City's proposed water and sewer service area needs to be extended to include Woody Mill Road to accommodate the shopping center area. Bridges noted plans to meet with Pleasant Garden and the City of Greensboro to show additional alternatives and their impacts. Jim Westmoreland observed that Mike Mills and Division 7 should be involved and should coordinate this interaction.

Federal STP DA Funds and Pending TMA Designation

Tyler Meyer stated that following TMA designation by USDOT in 2002, the MPO will be eligible to direct an annual apportionment of STP DA funds to TIP projects. Such projects could be NCDOT projects (project development status permitting), local projects, or joint projects. Eligible project types include roadway, transit, sidewalk, trail, and other types of projects including noise wall upgrades. Meyer described the local match and project management requirements. If the MPO elects to exercise this authority, the next step would be for the MPO to inform NCDOT of its intent to direct the area's apportionment of STP DA funds to TIP projects. This could be communicated through a TAC resolution. The recommended action was to consider a resolution at the next meeting. Following TAC discussion, Sandy Carmany directed the staff to prepare a resolution of intent to direct STP DA funds for action at the next meeting.

Pat Strong then provided an FHWA view. Once a TMA designation is made, which will probably be next spring, a three year cycle of federal agency certifications will ensue. This review includes FTA and FHWA, and is essentially a determination on whether the MPO process is meeting the requirements of regulation and good practice. He advised that he had been attending the meetings for a few months, and he sees that the MPO keeps excellent records, and therefore should be in good shape. He noted he will be involved in the certification process. He stated that the action on STP DA funds is within the authority of the MPO and encouraged the staff to follow-up through consultation with the TIP and Programming Branch of NCDOT. He observed that the use of these funds will require considerable administrative oversight on the part of the MPO staff/ local project sponsors, and noted that the funds offer flexibility for use in both planning and construction activities.

Staff Update on Ongoing Planning Items

Jim Westmoreland stated that the removal of the West Market Street interchange from Urban Loop construction plans will create traffic capacity issues at the Gallimore Dairy Road interchange and the Guilford College Road intersections at Market Street and Friendly Avenue. Westmoreland stated upcoming City Council and NCDOT actions will arrange for the funding and programming of these projects. Westmoreland then discussed:

- **NC 68 widening project.** The project will add two through lanes from Gallimore Dairy Road to north of Triad Center Drive. This is a joint project between the City of Greensboro and the DOT. Construction should begin in early 2002 with completion by the fall. If left to the normal TIP project development cycle, this project would have taken at least 5-12 years.

- **Pegg to Thatcher Road Connector.** This new I-40 crossing and widening of Pegg and Thatcher to a five-lane section from Market Street to Gallimore Dairy Road will provide important mobility benefits. Doug Galyon and NCDOT have agreed to create a Feasibility Study in the TIP for this project.
- **Urban Loop Interchanges.** The first interchange would be located on the Fleming to Lewiston Connector, and would provide access to this growing area along the Western Urban Loop. The other proposed interchange would be on Cone Boulevard Extension. This would complement City plans for the economic development of eastern Greensboro. These interchanges will be studied and efforts will be made to have them included in Urban Loop Construction plans..
- **I-40 at Wendover Avenue.** The proposed commercial redevelopment of the Guilford Mills site in the area illustrates the need to improve this interchange. An Urban Diamond interchange would provide better traffic movement in the area, and will be studied further. Scott Walston will bring a drawing of the urban diamond intersection to the next TCC/TAC meeting.

Other Items

Patty Eason advised the Regional Road bridge at West Market Street should be opened next month. Sandy Carmany asked when the Merritt Drive bridge reconstruction project would be completed. Patty Eason replied that this depends on the contractor.

Town Reports

None

Regional Update

Scott Rhine advised that newsletters were sent out regarding open house meetings for Triad Mobility Major Investment Study. The meetings will be August 21, 2001 at the Benton Convention Center from 5-7:00 p.m., and August 28, 2001 from 5-7:00 p.m. at the Guilford Technical Community College. This study is to identify corridors and different types of transit technologies that would be appropriate. The high-speed rail public hearings have been canceled and will not occur until October or November. Tail technology would cost \$8-40 million/mile. Sandy Carmany advised that there would be a preliminary report on the rail study at the August 28th meeting.

Geoff King then addressed the Committee at length regarding his proposal for the development of a monorail system in the Triad. He stated his belief that monorail is a superior, more flexible technology that, unlike surface rail on existing track, could be made to go where people live and work in the area. Jeff King showed the Committee a map, which illustrated what he considered an effective monorail route through the center of Greensboro, along Market Street in certain locations. Extensive discussion ensued. Mr. King was encouraged to provide his input to the PART studies as well as for the MPO Long Range Transportation Plan.

Recent Legislation: Thoroughfare Planning

Tyler Meyer reported that a revision to G.S. 136-66.2 governing thoroughfare planning had been signed into law in June. It merges the thoroughfare plan into the Long Range

Transportation Plan. The law no longer requires approval of individual jurisdictions, just the MPO. Local approval may still be sought, but it is no longer a statutory requirement. This provision was primarily intended to ease approval in MPOs with numerous governmental bodies, many of which do not maintain or construct street systems. The law contains vague requirements for land use planning that will be refined and communicated to the MPO by NCDOT in the future.

Meyer noted that the Thoroughfare Plan had not been fully updated since 1989, and that an update will get underway this fall. Scott Walston spoke briefly about the status of the Airport Area Transportation Study and the Triad Travel Demand Model Update.

Sandy Carmany advised TAC members of recent invitations to the TAC Conference in Fayetteville on September 26, 2001. Sandy Carmany also advised the Committee that the next meeting would be held on August 28, 2001 in the afternoon.

Mary Rakestraw moved for adjournment. Mayor Keith Holliday seconded the motion. The TAC adjourned at 12:10 p.m.